IN THE CLAIMS
Please amend the claims as shown below.

Claims 1-17 (Cancelled).

18. (New) A unitary hollow structural member for a vehicle frame, the member comprising:

- a body with a generally constant first wall thickness; and

- a first end adapted to be axially deformed upon application of a force on said first end, said first end including a weakened section having a generally constant second wall thickness, wherein said second wall thickness is less than said first wall thickness, and said first end further including a deformation initiation site comprising a tapered portion, wherein the cross sectional area of said member is gradually reduced along an axial direction towards said first end.

19. (New) The structural member of claim 18 wherein the entire length of said tapered portion comprises the second wall thickness.

20. (New) The structural member of claim 18 wherein said structural member comprises a vehicle frame side rail, cradle, or pillar.

21. (New) The structural member of claim 19 wherein said structural member comprises a vehicle frame side rail, cradle, or pillar.

22. (New) A method for forming a hollow structural member for a vehicle frame and having a weakened end section integral therewith for absorbing energy, said end section having a reduced wall thickness, the method comprising the steps of:

- providing a tubular member to be formed, the tubular member having a generally constant first wall thickness and a first end to be provided with said weakened portion;

- providing a first die having an opening corresponding generally with the outer dimensions of the tubular member;

- providing a mandrel capable of being inserted within the said first die opening, the clearance between said mandrel and the die opening corresponding to a desired second wall thickness of the tubular member;

- placing the tubular member within the first die opening and axially moving the first die over a first length of the tubular member;

- inserting the mandrel into the first end of the tubular member along a second length of the tubular member less than the first length, said second length comprising the length of the end section;

- sliding the first die over the tubular member and over the mandrel thereby causing the wall thickness of the tubular member first end to be reduced to the generally constant second wall thickness;

- extracting the mandrel from the tubular member;

- providing a second die having a tapered die opening with an inlet section having the larger diameter;

- introducing said tubular member first end into the inlet section of the second die opening and forcing constriction of said first end section to assume the shape of the second die opening while maintaining said second wall thickness.

23. (New) The method of claim 22 wherein said structural member comprises a vehicle frame side rail, cradle, or pillar.